

(Received at London Office)

~~30372~~ on the Machinery of the ~~Wood, Iron or Steel~~ S.S. PERIOD

Donkey Boilers ✓

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Donkey

this was not done, state for what reasons?

54. To what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

and the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 100

and the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers? ✓

(1) the Surveyor examine all the mountings of the Main Boilers? Yes., and of the Donkey Boilers? ✓

Is an approved appliance fitted at the after end of ✓

screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ the shaft to permit of it being efficiently lubricated? ✓

shaft now fitted been previously used? ☒ Has it a continuous liner? ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

99
 to date of examination of Screw Shaft..... State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft $\frac{1}{8}$ "

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~under power~~ attached? yes

Did the Surgeon examine the generators, motors, switchgear, cables and fuses? ✓

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the M.S. :-

All Rule requirements remain to be carried out except the examination of (the main injection) valves, cocks and discharges, the main engine M.P valve chest

and valves, and the testing of the main steam pipes.

How done:- The vessel placed in dry dock, propped up, outer end of stern bush

and fastenings examined and found in good condition.

Item Part M. S. - All sea injection valves, cocks and discharges opened out, examined

Main engine - M. P valve chest and valve opened out examined and found the valve

worm and false face scored, the false face now machined and refitted and
M.D. in mark and fitted and all now good. The main steam pipes

tested as per Rules, examined and found in good condition.

General Observations, Opinion, and Recommendation:— (SEE CONTINUATION SHEET)
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any other observations, such as for example, R.S. 011, E.C.M.S. 011, S.L.M.C. 011, or any other, &c., that may be applicable.)

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, the fact

*LEEC 140 lb., F.D., &c.)

CS 2,34.

vessel completion date in

This vessel's machinery, as far as seen, is now in good condition, and
now appears to remain as classed, with record of B.S. (5-43 (now) and

* L.M.C - M.S with date noted in the Register Book when the survey has been

completed.

Special Damage or Repair Fee (if any) included on Rpt 8.

Received by me, 10

Committee's Minute _____ WED. 20 OCT 1943 _____ Lloyd's Bed

Assigned *See Syd 19348*

004168-007176-0137-1/2

Machinery of the S.S. "PERIOD" (continued)

For B.S.:- The port, centre and starboard boilers opened out steamed, examined internally and externally with all mountings and found or now placed in good condition, afterwards examined under steam, their safety valves adjusted and blowing freely at 180 lb. per sq. inch.

Boiler Repairs:- Port Boiler, port combustion chamber back plate, 4 slight fire cracks in plate bending weed out and E.W., starboard combustion chamber, 2 C.C. stay nuts renewed.

Centre boiler, 4 C.C. stay nuts renewed.

Starboard boiler, 2 C.C. stay nuts renewed.

For Damage (D):- See Damage Report by Surveyor appointed by Lloyd's Agents at Townsville, dated 25th September 1942.
(COPY ATTACHED)

The propeller, outer end of stern bush and fastenings examined and no damage found.

For Damage (A):- See Sydney N.S.W. Damage Report dated 5-6-43, attached to Hull Rpt.

As recommended and now done:-

Funnel reset to alignment and refitted to its base plate.

Ladder at base of funnel, faired and re-fastened.

Steam pipe to whistle repaired by brazing.

Exhaust and lead pipes in engine room, stokehold and tunnel repaired as necessary.

Lead pipes to Nos 2 & 4 port side cantilever tanks, two pipes renewed.

Bilge suction pipes in No 3 Hold, bunkers, engine room and tunnel, 3 pipes renewed, others overhauled and rejointed.

W. P. C. Elder.

Albert C. Hunt (Acting)



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